COLORADO
Department of Transportation

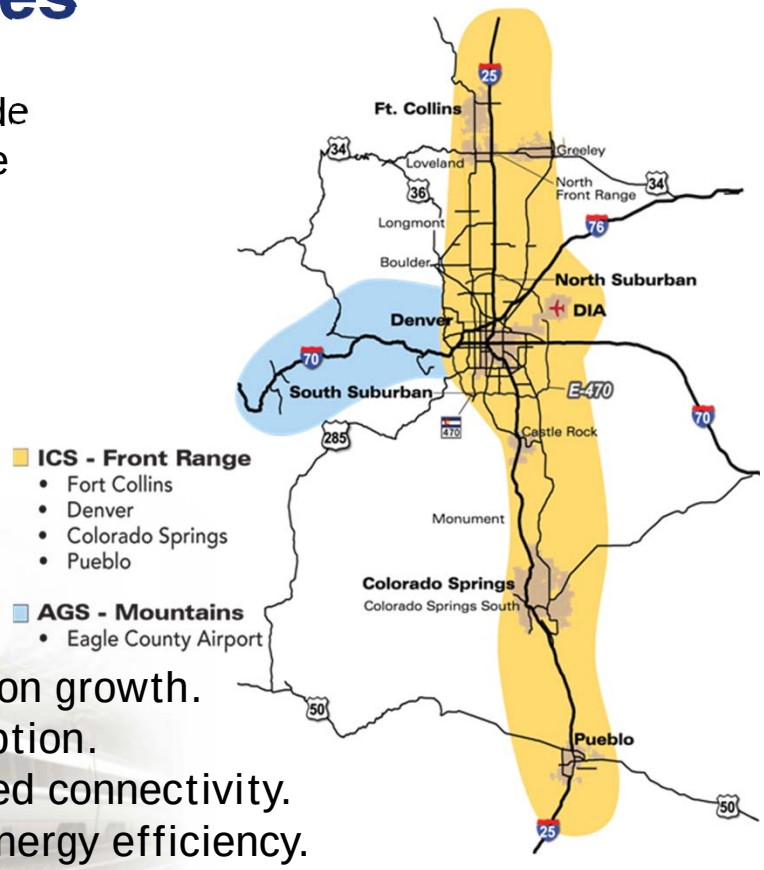
High Speed Transit Vision

March 2014

COLORADO
Department of Transportation

AGS & ICS Studies

- **Purpose:**
  - The purpose of the AGS & ICS projects are to provide Colorado with a well supported modal option for the State's transportation network that **connects communities and destinations for interregional business and tourism travel**; builds on and strengthens Colorado's existing transportation infrastructure; supports the State's Vision, as articulated in the 'State Rail Plan'; and *offers statewide social, environmental, and economic benefits that are greater than the capital and operating costs of its implementation.*
- **Needs:**
  - Address the mobility demands of future population growth.
  - Improve mobility through provision of a travel option.
  - Enhance economic development through improved connectivity.
  - Improve the State's environmental quality and energy efficiency.
  - Provide economic benefits sufficient to receive new funding sources.



What the AGS & ICS Studies Accomplished

- Assessed Technologies
- Defined Alignments
- Developed Engineering Based Cost Estimates
- Developed Ridership Models
- Evaluated Funding & Financing Possibilities
- Assessed Benefits

Process - 24 months

- **Stakeholder Involvement**
  - ICS Project Leadership Team
    - 70 members
    - 10 meetings
  - AGS Project Leadership Team
    - 17 members
    - 16 meetings
- **Draft Reports Posted for review**
  - Thorough PLT Reviews Complete
  - Public Comments Due March 21
  - Final Reports April 30 (tentative)
- **Update the State Freight & Passenger Rail Plan**

Outcomes

- **High Speed Transit demand for Longer-Distance Trips**
- **Two commercially available technologies: rail & maglev**
- **Alignments**
  - Shared Railroad corridors impractical
  - Greenfield alignments along I-25 & I-70 facilitate HST
  - $75 M/mile front range – electric, dbl track, high-speed rail
  - $105 M/mile mountains – electric, dbl guideway, high-speed maglev
  - Significant local station development potential

- **Ridership**
  - DIA is a critical long-term ridership market for both I-25 and I-70
  - 75-80% of ridership is I-25 Front Range, 20-25% I-70 Mountain, 18 M/yr
  - Front Range System is Key to I-70 Mountain Ridership Success

Outcomes, continued

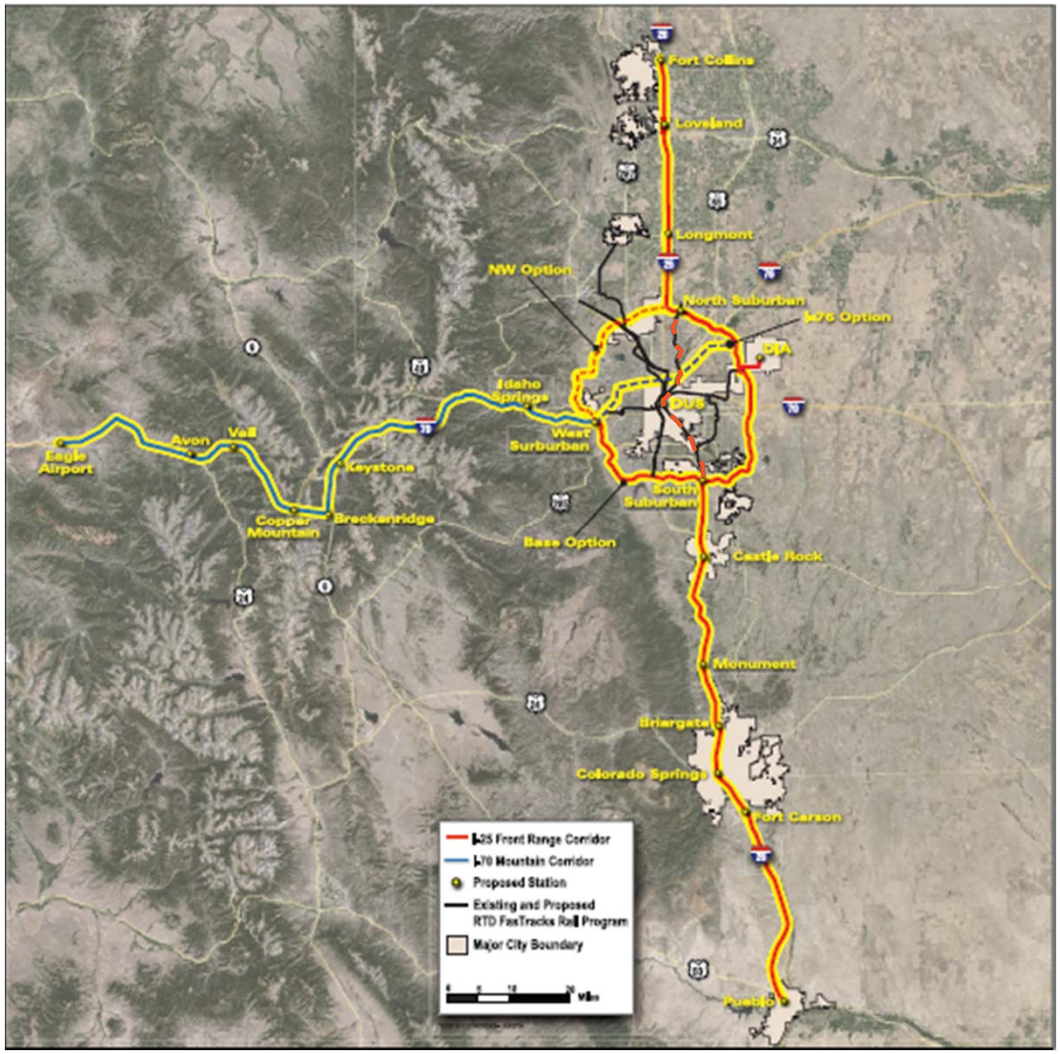
- **HST Not Financially Feasible at this Time**
  - Full System $30.1B; Front Range $13.6B, Mountain Corridor $16.5B
  - Substantial Federal funds needed
  - Substantial new local (non-federal) funding source needed
- **Phased approach to get started?**
  - Start along the Front Range
  - Commuter rail/upgradable to HST?
  - Phase 1, top priority?
- **Interoperability with RTD is a potential component**
  - DUS / Central Area access is important to commuters
  - Maximize utilization of existing infrastructure, minimize transfers
  - Maximum flexibility to phase system development

Outcomes, continued

- **DIA Is One of Colorado's Growth Hubs**
  - Grow from 60 M passengers in 2015 to over 100 M passengers in 2030
  - Master Planned for 13 runways
  - Envisions an "Airport City" whose employment numbers will rival Downtown Denver and DTC in 2030; 70,000 employees

- **RTD's Light & Commuter Rail System Is Key to Statewide Connectivity**
  - Grow from 20 M rail passengers in 2012 to over 80 M rail passengers in 2035
  - Largest voter-approved transit expansion in the nation

High Speed Transit (HST) Vision for Colorado



Vision Description

- N: N. Suburban to Ft Collins
- S: So. Suburban to Pueblo
- W: West Suburban to Eagle County Regional Airport
- Metro:
  - West Suburban to DIA via C-470, I-76 or NWQ
  - North to South Suburban via E-470

Vision Facts

- Total Length: 340 mi
- Capital Cost: $30.1 B
- Operating Cost: $198.4 M/yr
- Fare Revenue: $344 M/yr
- Ridership: 18.3 M/yr (2035)

High Speed Transit Next Steps

State Rail Plan 2012: Goals & Policy Statements	Proposed 2014 Amendments to the State Rail Plan
▪ Position Colorado for future Federal Funding ▪ Integrate into Statewide Transportation Plan	▪ Include Vision Network into unconstrained elements of State Rail Transit & Transportation Plans, MPO Plans, & Intermountain TPR
▪ Develop & Explore Implementation Options for a Regional Commuter Rail System	▪ Recommendation to complete an Inter-Operate Assessment
▪ Support Linkages of Colorado's Passenger Rail Systems to National Intercity & High Speed Networks	▪ Recommendation to explore an FRA-sanctioned prioritization process along the Front Range

Next Steps - Pipeline Ready

- RTD Interoperability Assessment
  - Forthcoming FRA – FTA Joint Policy & Shared Use
    - Coordinated safety authority
    - Primarily addresses freight and urban transit
    - HST and RTD covered
  - Partners: CDOT, RTD, FRA & FTA
  - Manageable, meaningful next step
  - Precursor to system prioritization
  - Leverage existing investment

- FRA Pipeline Process
  - Next step to prioritize/define Front Range phasing plan – FRA Tier 1 Study
  - Exploring the pursuit of future funding for such efforts
    - FRA NOFA expected in late summer
  - Update to T&I in April

Questions?

For More Information:

David Krutsinger, AICP & Tracey MacDonald
303-757-9008 303-757-9753
david.krutsinger@state.co.us tracey.macdonald@state.co.us

CDOT – Division of Transit & Rail
4201 East Arkansas, Suite 227
Denver, CO 80222